



(19) Europäisches Patentamt
European Patent Office
Office européen des brevets



(11) Publication number: 0 610 902 A3

(12)

EUROPEAN PATENT APPLICATION

(21) Application number: 94101934.1

(51) Int. Cl. 6: B60R 25/00, B60R 25/10

(22) Date of filing: 08.02.94

(30) Priority: 08.02.93 US 14560

Litchfield, Ohio 44258 (US)

Inventor: Wise, Larry A.

6033 Moff Road

Atwater, Ohio 44201 (US)

Inventor: Voiculescu, Danut

3938 Brookside Blvd.

Cleveland, Ohio 44111 (US)

Inventor: Rutkowski, John

310 Huddleston

Cuyahoga Falls, Ohio 44221 (US)

(43) Date of publication of application:

17.08.94 Bulletin 94/33

(64) Designated Contracting States:

AT BE CH DE DK ES FR GB GR IE IT LI LU MC
NL PT SE

(88) Date of deferred publication of the search report:

05.07.95 Bulletin 95/27

(71) Applicant: WINNER INTERNATIONAL

32 West State Street

Sharon

Pennsylvania 16146 (US)

(72) Inventor: Carlo, Louis D.

35668 Dunham Road

(74) Representative: Schumacher, Horst, Dr.

Dipl.-Phys. et al

Patentanwälte

Dipl.-Phys. Dr. Peter Palgen

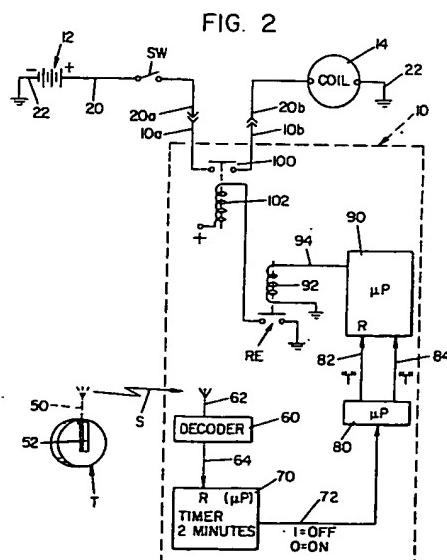
Dipl.-Phys. Dr. H. Schumacher

Frühlingstrasse 43A

D-45133 Essen (DE)

(54) Anti-theft device especially for motor vehicles.

(57) An anti-theft device for a motor vehicle wherein a personal identification unit (T) is carried by an authorized operator of said motor vehicle and includes means for identifying its location in the vicinity of the motor vehicle. A vehicle control unit (10) mounted onto the motor vehicle, has a first and second condition with means for allowing operation of the motor vehicle when the control unit is in the first condition and means for inhibiting operation of the motor vehicle when said control unit is in the second condition and means for shifting the control unit into the second condition at a time subsequent to removal of the identification device (T) from the vicinity of the motor vehicle.



EP 0 610 902 A3



European Patent
Office

EUROPEAN SEARCH REPORT

Application Number

EP 94 10 1934

DOCUMENTS CONSIDERED TO BE RELEVANT			CLASSIFICATION OF THE APPLICATION (Int.Cl.)
Category	Citation of document with indication, where appropriate, of relevant passages	Relevant to claim	
X	WO-A-92 02911 (GIROTTA) * page 4, line 6 - line 22 * * page 2, line 4 - line 16 *	1-4, 6-14, 16, 22-25, 29-37	B60R25/00 B60R25/10
Y	---	18, 19, 30, 31	
Y	US-A-4 992 670 (PASTOR) * column 4, line 8 - line 23 *	18, 19, 30, 31	
X	FR-A-2 423 015 (SOCIETE CIVILE) * page 5, line 7 - line 39 * * page 7, line 3 - line 28 *	1, 3, 6-14, 16, 22-25, 29, 34-37	
X	FR-A-2 493 246 (PROST) * page 1, line 28 - page 2, line 8 * * page 3, line 30 - page 4, line 7 *	1, 5, 7-14, 22, 23, 29, 34, 36, 37	TECHNICAL FIELDS SEARCHED (Int.Cl.) B60R
X	US-A-5 132 660 (CHEN) * column 4, line 30 - line 47 *	24, 25, 27, 28	
A	EP-A-0 314 143 (NISSAN MOTOR) * column 7, line 13 - line 45 *	1-37	
A	US-A-4 292 620 (PAGANE) * column 4, line 51 - column 5, line 37 *	18, 19, 30, 31	
The present search report has been drawn up for all claims			
Place of search	Date of completion of the search	Examiner	
BERLIN	1 February 1995	Standring, M	
CATEGORY OF CITED DOCUMENTS		T : theory or principle underlying the invention E : earlier patent document, but published on, or after the filing date D : document cited in the application L : document cited for other reasons & : member of the same patent family, corresponding document	
X : particularly relevant if taken alone Y : particularly relevant if combined with another document of the same category A : technological background O : non-written disclosure P : intermediate document			



**Europäisches Patentamt
European Patent Office
Office européen des brevets**



⑪ Publication number: **0 610 902 A2**

(12) EUROPEAN PATENT APPLICATION

(21) Application number: 94101934.1

⑤1 Int. Cl. 5: B60R 25/00

㉙ Date of filing: 08.02.94

③ Priority: 08-02-93 US 14560

(43) Date of publication of application:
17.08.94 Bulletin 94/33

⑧ Designated Contracting States:
**AT BE CH DE DK ES FR GB GR IE IT LI LU MC
NL PT SE**

(71) Applicant: **WINNER INTERNATIONAL**
32 West State Street
Sharon Pennsylvania 16146 (US)

(7) Inventor: **Carlo, Louis D.**
35668 Dunham Road
Litchfield, Ohio 44258 (US)
Inventor: **Wise, Larry A.**

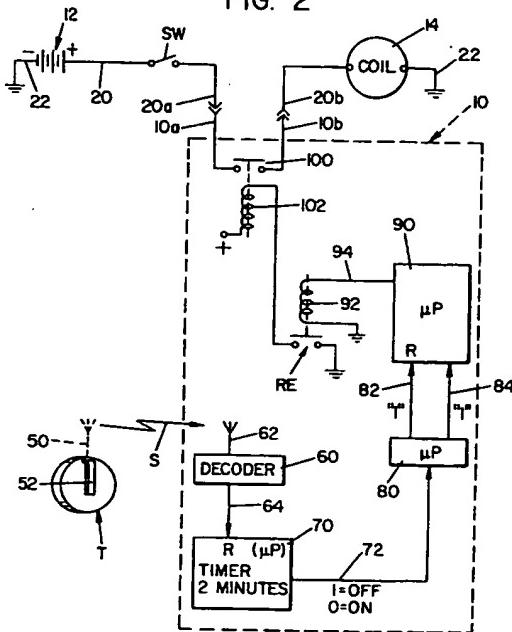
**6033 Moff Road
Atwater, Ohio 44201 (US)**
Inventor: **Volculescu, Danut**
**3938 Brookside Blvd.
Cleveland, Ohio 44111 (US)**
Inventor: **Rutkowski, John**
**310 Huddleston
Cuyahoga Falls, Ohio 44221 (US)**

74 Representative: Schumacher, Horst, Dr.
Dipl.-Phys. et al
Patentanwälte
Dipl.-Phys. Dr. Peter Palgen
Dipl.-Phys. Dr. H. Schumacher
Frühlingstrasse 43A (Ecke Holunderweg)
D-45133 Essen (DE)

54 Anti-theft device especially for motor vehicles.

57) An anti-theft device for a motor vehicle wherein a personal identification unit is carried by an authorized operator of said motor vehicle and includes means for identifying its location in the vicinity of the motor vehicle. A vehicle control unit mounted onto the motor vehicle, has a first and second condition with means for allowing operation of the motor vehicle when the control unit is in the first condition and means for inhibiting operation of the motor vehicle when said control unit is in the second condition and means for shifting the control unit into the second condition at a time subsequent to removal of the identification device from the vicinity of the motor vehicle.

FIG. 2



The present invention relates to the art of anti-theft devices - especially for motor vehicles and more particularly to a device which will thwart attempts by criminal elements to forcibly commandeer a vehicle from an authorized operator.

The invention has particular application to preventing the escalating incidences of physical commandeering of motor vehicles occurring primarily in urban areas and it will be described with particular reference thereto; however, the invention has broader applications and is extremely effective in preventing theft of a vehicle after it has been parked by an authorized operator. Also the invention allows programmed operation of accessories associated with the vehicle upon approach and retreat of the authorized operator of the motor vehicle or when the vehicle is parked and unattended. Consequently, it is appreciated that the invention has these broader applications even though particular emphasis is applied to its primary goal of hampering or thwarting commandeering of motor vehicles.

There are a tremendous number of anti-theft devices for motor vehicles, many of which are now on the market. In addition, many motor vehicles are provided from the factory with integrated security or theft prevention systems. After a vehicle has been purchased, professional persons can be employed for applying sophisticated security systems or anti-theft devices on the motor vehicle. Such complicated systems are extremely expensive and can be installed only by the most talented persons and are not susceptible to "Do It Yourself" vehicle owners, a group of persons that substantially outnumber those who can afford professionally installed, or factory installed, security devices. Relatively inexpensive, easily installed security devices are generally simplistic in operation and merely prevent theft of a vehicle, while the vehicle is unattended. In these devices, when an authorized operator enters the vehicle, the security device is deactivated by some unspecified act. Indeed, this situation is normally true of factory installed and professional installed security systems. Consequently, security systems of both the inexpensive type and the professionally installed type do not, in any way, protect from or hamper a hijacking situation where a criminal element physically ejects an authorized operator and steals the motor vehicle. Thus, there is a substantial need for a device which will prevent or indeed in some way hamper, thwart or discourage hijacking of motor vehicles. Such a device would not only reduce loss of property but could also result in apprehension of criminal elements disposed to the criminal activity of physical violence directed toward theft of a motor vehicle. In addition, it would be a tremendous advantage if such device were also installed by a Do-It-Yourself

person.

THE INVENTION

In accordance with the present invention, there is provided an anti-theft device which can be easily attached to an object like to a motor vehicle, which device will thwart or hamper hijacking, as well as prevent theft of an unattended object, especially of an unattended vehicle. In accordance with the invention the anti-theft device is a passive system which will be armed and disarmed without physical intervention of the operator owner. This type of system is considered beneficial and premium reducing to some insurance carriers. As far as in the following it is referred to motor vehicles such reference will apply - at the same time - to other objects as well, while the subject invention is preferably applied to motor vehicles.

In accordance with the present invention there is provided an anti-theft device for a motor vehicle, which device comprises a personal identification unit (PID) to be carried by an authorized operator of the motor vehicle. This personal identification device (PID) has means for identifying its location in the vicinity of the motor vehicle. In other words, the PID is used to indicate when an authorized operator is in the vicinity of the vehicle. The present invention further includes a vehicle control unit mounted onto the motor vehicle so that the vehicle control unit can be shifted between a first condition and a second condition. The first condition will allow operation of the motor vehicle, whereas the second condition will inhibit operation of the motor vehicle. The control unit on the vehicle is shifted into the second, or inhibiting, mode of operation at a time subsequent to removal of the PID from the vicinity of the motor vehicle. In this manner, as the PID is carried by the authorized operator of the vehicle, the vehicle mounted control unit shifts to a first condition as the operator approaches the vehicle. When the operator retreats from the vehicle, the control unit automatically shifts into its second condition. This shifting of the control unit occurs after a time delay which, in practice, is approximately two minutes. In this manner, when the operator walks away from the vehicle, the control unit automatically inhibits operation of the vehicle. Consequently, hijacking of the vehicle is prevented. If the person carrying the PID is physically ejected from the vehicle, the person commanding the vehicle can not drive the vehicle a substantial distance. The control unit will be shifted into the second condition inhibiting operation of the vehicle. Since the preferred embodiment of the invention includes a time delay, in practice two minutes, as the vehicle is commanded and the operator is removed, the vehicle operates for a

short period of time. When the vehicle is parked and left unattended by the operator carrying the PID, the control unit shifts into the second condition and the vehicle can not be operated. This prevents theft of the vehicle while it is unattended. Indeed, a vehicle equipped with the invention could be unattended with the keys in the ignition switch and the doors open. Although this scenario would be unwise and could invite an attempt to steal the vehicle, such attempt would be unsuccessful.

In accordance with the present invention, the anti-theft device can be installed on a motor vehicle merely by cutting a lead to the ignition coil and installing the unit in series with the ignition coil. In this manner, the first condition of the anti-theft control unit connects the ignition coil in a normal fashion. This occurs when the personal identification device is in the vicinity of the vehicle. Vicinity means less than about 50 feet. The second condition of the anti-theft device opens the circuit to the ignition coil, thus preventing operation of the vehicle.

In accordance with another aspect of the present invention, the personal identification device, or unit, is a small transmitter carried by an authorized operator of the motor vehicle. The transmitter has means for periodically transmitting an electromagnetic signal having a series of coded pulses, which arrangement of pulses is unique to the particular transmitter. The transmitter identifies an authorized operator of the vehicle. The control unit mounted onto the vehicle includes a receiver that has a decoding network for recognizing the unique coded pattern of the signal from the transmitter carried with the authorized operator of the vehicle. In this manner, as the operator approaches the vehicle, the coded signal is transmitted to the receiver on the vehicle. This signal shifts the control unit into the first condition. Consequently, the motor vehicle can be operated normally. As the operator retreats from the vehicle, or the vehicle drives away from the operator, the transmitted signal is no longer received by the decoder. After a preselected time, the control unit on the vehicle creates a signal indicating that the transmitter has been removed. This signal inhibits the operation of the motor vehicle by ultimately disabling the vehicle.

In accordance with another aspect of the invention, the vehicle is inhibited after a given time following removal of the PID from the vicinity of the vehicle. This given time is generally greater than one minute and is preferably in the range of two minutes. To prevent the vehicle from abruptly shutting down, another aspect of the invention includes a programmed stall sequence system wherein the vehicle inhibiting means gradually shifts to an absolute inhibit condition for the vehicle. In accor-

dance with a practical embodiment of the stall sequence system of the present invention, following the time delay after removal of the PID from the vehicle, the ignition coil is first deactivated for about 65 ms. Thereafter, the ignition coil is activated for 10.0 seconds. The stall sequence cycles between coil off and coil on. The first time, i.e. the time of coil deactivation or off, is gradually increased in the subsequent stall sequence. The time of activation, when the ignition coil is connected to the battery and on, is progressively decreased. By increasing the first time and decreasing the second time alternately, ultimately the first time prevails and the vehicle is inhibited. By using this stall sequence, which lasts for about one minute, all vehicles will gradually come to a stop. Consequently, the vehicle is not immediately shut down. Such immediate vehicle shut down could result in loss of brakes, loss of steering, loss of lights, and just general havoc to a normal operation of the vehicle. By incorporating the unique and novel stall sequence of the present invention, the commandeered motor vehicle gradually becomes inoperative and the person stealing the vehicle has no option but to leave the vehicle on foot and risk apprehension.

Although the preferred embodiment of the invention includes a time delay from shifting from the operating condition to the inhibit condition, it is possible to employ the present invention without such time delay.

In accordance with the broad aspect of the present invention there is provided an anti-theft device for a motor vehicle comprising a unique device (PID) adapted to be carried by an authorized operator of the motor vehicle, means for creating a vehicle inhibit signal when the unique device has been removed from the vicinity of the motor vehicle for a given time and means for inhibiting operation of the vehicle upon creation of the signal by removal of the PID from the area or vicinity of the vehicle. In accordance with this concept, the unique device is a transmitter for transmitting a coded signal to the vehicle while the transmitter is in the vicinity of the vehicle. In accordance with this aspect of the invention, the coded signal is transmitted periodically. In the preferred embodiment, the period of transmission of the coded signal from the transmitter, or PID, is 10.1 seconds. If the receiver does not receive a properly coded transmitted signal from an authorized transmitter within 2.0 minutes, a monitoring reset timer or timer sequence of a microprocessor times out and shifts the system from a first condition allowing operation of the vehicle to a second condition inhibiting operation of the vehicle. This second condition is processed by a microprocessor that implements the stall sequence, which operates a breaker

in the ignition coil circuit to activate and deactivate the coil in accordance with the stall sequence as previously described. In this manner, the anti-theft device is passive. Removal of the transmitter carried by the operator from the vicinity of the vehicle prevents operation of the vehicle. If the vehicle is being commandeered it can be operated for a period of time until the stall sequence has progressed to completely deactivate the ignition coil of the vehicle. By using this concept of a time delay as well as a stall function, the vehicle is driven away from the victim and shuts down at a location substantially removed from the crime scene. For this reason, the timer stage is set for approximately 2.0 minutes and the stall function occurs within approximately one minute. Since hijacking normally involves a speedy escape by the criminal element, this timing allows the vehicle to remove itself substantially from the victim and then shut down.

In accordance with another aspect of the present invention, the vehicle mounted control unit can be programmed to include more than one authorized PID transmitters. In addition, it can be used to operate windows, lights, sirens, and other accessories.

In accordance with another aspect of the present invention, there is provided a method of preventing theft of a motor vehicle and/or hampering and thwarting hijacking of a motor vehicle.

The primary object of the present invention is the provision of an anti-theft device for a motor vehicle, which device is passive in operation and deactivates the car when an authorized operator is out of the vicinity of the vehicle.

Still a further object of the present invention is the provision of a control unit to be mounted on a motor vehicle, which control unit can be easily installed by a person, other than a professional.

Still a further object of the present invention is the provision of an anti-theft device, and method of operating the same, which device and method allow a car to be removed from an authorized operator but stalled in a short distance.

Still a further object of the present invention is the provision of a device and method, as defined above, which device and method are somewhat inexpensive, can be universally adapted for a variety of accessories and is easily installed by a Do-It-Yourself person having limited skills and tools.

These and other objects and advantages will become apparent from the following description taken together with the accompanying drawings.

BRIEF DESCRIPTION OF DRAWINGS

FIGURE 1 is an exploded pictorial view of the preferred embodiment of the present invention illustrating its use with the ignition coil of a

motor vehicle;

FIGURE 2 is a wiring diagram schematically illustrating the preferred embodiment of the present invention;

FIGURE 3 is a flow chart and block diagram of the programmed stall sequence system employed in the preferred embodiment of the present invention;

FIGURE 4 is a modification of the preferred embodiment of the present invention wherein the vehicle mounted control unit is adapted to be programmed for accepting more than one transmitter for operating the preferred embodiment of the present invention;

FIGURE 5 is a front plan view of the module constituting the motor vehicle mounted control unit of the preferred embodiment of the present invention;

FIGURE 6 is a side elevational view of a coded key of the type which is used for the embodiment of the invention as shown in FIGURE 4;

FIGURE 7 is a block diagram showing the electrical elements of the personal identification device, or PID, employed in the preferred embodiment of the present invention; and,

FIGURE 8 is a representative coded transmitted signal of the type used in the present invention and as created by the transmitter schematically illustrated in FIGURE 7.

PREFERRED EMBODIMENT

Referring now to the drawings wherein the showings are for the purpose of illustrating a preferred embodiment of the invention only and not for the purpose of limiting same, FIGURE 1 illustrates a connection of the preferred embodiment of the present invention wherein the anti-theft control unit 10 is connected in a system including a standard motor vehicle battery 12 and an ignition coil 14. Battery cables 20, 22 provide power to coil 14 for the purpose of operating the motor vehicle. As is known, when coil 14 is inoperative, the internal combustion engine powering the motor vehicle will be rendered inoperative. In accordance with the preferred embodiment of the present invention, control unit 10 includes a microprocessor and is powered by leads 30, 32 from standard battery 12. Connection of control unit 10 on a motor vehicle includes mounting the unit by bolts in an inaccessible location. The battery cable 20 is then cut adjacent coil 14 to provide spaced ends 20a, 20b. These spaced ends are provided with electrical fasteners and to leads 10a, 10b forming the output of control unit 10, as shown in FIGURE 1. By making the cut in the power supply line of coil 14, and providing electrical fasteners at the cuts for joining with leads 10a, 10b, unit 10 is easily in-

stalled. This installation can be done by a person with relatively minor knowledge of the electrical system of a motor vehicle. Battery cables 20, 22 are removed from battery terminals 12a, 12b for connection of power leads 30, 32. In this manner, the anti-theft device, constituting control unit 10, is easily installed in a motor vehicle with very few tools and a minor amount of technical knowledge.

Referring now to FIGURE 2, a schematic wiring diagram of the control unit 10 is illustrated, together with the personal identification device or transmitter T, which PID transmits a series of electromagnetic coded signals S at short intervals. Transmitter T is carried by an authorized operator of the motor vehicle onto which unit 10 is mounted and includes an antenna 50 and a clip 52 for mounting the transmitter onto the person of the authorized operator. Of course, transmitter T could be carried in the clothing of the operator or otherwise carried by the operator to maintain signal S transmitting to unit 10 when the transmitter T is in the vicinity of the motor vehicle. Vicinity is a relative term and is meant to mean preferably approximately 5-20 feet or generally less than about 50 feet from the motor vehicle. After the transmitter T is beyond the vicinity of the vehicle, signal S is no longer available for detection by unit 10. In accordance with the preferred embodiment, the vehicle mounted unit 10 includes a decoder 60 having an antenna 62 and an output 64. Signal S has a unique multiple bit digital signal which is transmitted serially and periodically to unit 10. Only this unique coded signal can be recognized and acknowledged by decoder 60. This concept is standard digital practice. When a signal having the desired unique code set into decoder 60 is received by the decoder, a signal is transmitted by the output 64 to a reset timer 70. In practice the timer is formed as part of the microprocessor used in control unit 10. Of course, the timer 70 could be a reset timer formed of discrete circuit components. The timer, in accordance with the preferred embodiment of the invention, produces a logic 1 in output 72 when the timer expires without a reset signal in line 64. Expiration time of timer 70 is, in practice, 2.0 minutes. Consequently, if a signal in line 64 is not received within 2.0 minutes, the output line 72 shifts from a first condition allowing operation of the motor vehicle to a second condition indicated as a logic 1. This second condition inhibits operation of the motor vehicle in accordance with the present invention. Output 72 is directed to stage 80 of the microprocessor which identifies whether the motor vehicle is to be operated. A logic 0 in line 72 is a reset signal resetting stage 90 of the microprocessor by a logic 1 in line 82. Consequently, when output 72 is in the first condition allowing operation of the vehicle, stage

80 has a logic 1 output in line 82 which resets stage 90 of the microprocessor in unit 10. Upon receipt of a logic 1 by stage 80, a logic 1 appears in line 84 instead of a logic 1 in line 82. Thus, a logic 0 appears in line 82 and a logic 1 appears in line 84 when a logic 1 appears in line 72. This digital condition initiates the stall sequence described in more detail in FIGURE 3 and implemented in stage 90 of the microprocessor. The stall sequence as will be described later, opens and closes the power to coil 14. This is done in the microprocessor. This function is schematically illustrated as a relay RE having a coil 92 controlled by output 94 from microprocessor stage 90. Microprocessor stage 90 is the inhibit arrangement for inhibiting the operation of the motor vehicle by gradually stalling the motor vehicle through operation of stage 90 in the manner illustrated in FIGURE 3. Relay RE is normally closed when the vehicle is to be operated. Relay RE operates breaker 100 through a coil 102 adjacent lines 20a, 20b. This power breaker 100 is mounted, in the preferred embodiment, within control unit 10. Of course, it could be a separate, discrete component outside unit 10 if desired. Breaker 100 is normally opened as shown in FIGURE 2. When relay RE is closed, breaker 100 is closed to allow operation of the coil 14 as long as ignition switch SW is closed.

In operation, so long as transmitter, or personal identification device T, is in the vicinity of unit 10, a reset signal periodically appears in line 64. This maintains reset timer stage 70 in its reset condition with a logic 0 in line 72. A logic 1 appears in line 82 from stage 80 to maintain the stall sequence in stage 90 of the microprocessor in the reset condition. A logic 1 appears on line 94 closing relay RE and, thus, closing breaker 100. The motor vehicle operates normally. When the operator leaves the vehicle with transmitter T, a signal is no longer received periodically by decoder 60. Thus, a reset signal does not periodically appear on line 64. Reset timer stage 70 times out shifting output 72 from a first condition allowing operation of the vehicle to a second condition inhibiting operation of the vehicle. This second condition is represented by logic 1 in line 72, which logic causes a logic 1 to appear in line 84. This initiates the stall sequence of stage 90. The stall sequence, as disclosed in FIGURE 3, ultimately causes a logic 1 to appear in line 94. This permanent or sustained logic 1 opens relay RE. When the relay RE is opened, breaker 100 is opened since it assumes its normal position. Of course, other arrangements for the relay RE and breaker 100 could be used. A normally opened breaker could be employed if desired. However, the normal position would be indicative of a logic 1 or second condition in line 72.

The stall sequence of stage 90 is schematically illustrated in FIGURE 3 wherein a logic 1 in line 84 commences the sequence for stalling the vehicle gradually. At the first instance, block 120 creates a logic 0 in line 94. This occurs for 65.6 milliseconds. Such signal opens breaker 100 as shown in FIGURE 2 for a very short period of time. Thereafter, a logic 1 appears in line 94 for 10.0 seconds. Thus, coil 14 can operate normally for 10 seconds. After 10 seconds, a logic 0 appears in block 120a for a time X_1 . This time is greater than 65.6 milliseconds. Thereafter, a logic 1 appears in line 94 causing coil 14 to be activated for 9.5 seconds. This sequence between block 120 and block 122 continues gradually increasing the time that the coil is inactive and gradually decreasing the time when the coil is active, until reaching blocks 130, 132 where the logic 0 remains on line 94 and breaker 100 is maintained opened. The stall sequence could take a variety of configurations. By using the stall sequence, the vehicle shuts down gradually. The vehicle gradually loses power until the vehicle can no longer operate. This allows brakes, power steering, and other accessories to be operative for the purposes of steering the vehicle off the roadway and gradually stopping the vehicle. The person stealing the vehicle and leaving transmitter T behind merely experiences a gradual shut-down of the motor vehicle. This is sufficient to allow parking the vehicle at the side of the roadway. Under no circumstance can the vehicle be moved further. Thus, after two minutes without the transmitter in the vicinity of unit 10, the vehicle starts into the stall sequence. The stall sequence, in practice, lasts 1.0 minutes. Since the vehicle is normally driven away quite rapidly, the person commandeering the vehicle in a high tension situation will be many blocks from the victim before the vehicle is stalled.

The present invention is particularly applicable for preventing hijacking of a vehicle by stalling the vehicle at a remote location from the actual hijacking location. Of course, when the vehicle is parked and the operator leaves the vehicle, the personal identification device or transmitter T is removed. This causes unit 10 to shut down the motor vehicle in the parked unattended condition. Consequently, device 10 also performs an anti-theft prevention function. It is possible to use unit 10 to operate auxiliary components. This can be combined with a device for sensing whether the alternator is operating to know whether the vehicle is operating or parked. In normal entry, the transmitter signal is received by unit 10 and the alternator is off. In this instance, an auxiliary system is employed for unlocking the doors and enabling the ignition system by unit 10. If the vehicle is being driven the transmitter in the vehicle and the alternator is operating.

Thus, device 10 enables and maintains the ignition system as illustrated in FIGURE 2. When the person exits the vehicle, the PID or transmitter is removed. The alternator had been operating; therefore, after two minutes, the ignition is progressively shut down in accordance with the stall sequence of FIGURE 3. It is possible to apply auxiliary accessories to lock the doors in this situation. If the automobile is hijacked, which indicates a removal of the transmitter while the alternator is operating, the vehicle waits for two minutes before it is stalled in accordance with the sequence of FIGURE 3. Since the transmitter is still gone, remotely connected accessory components can be used to lock the doors, close the windows and, after the stall sequence has been implemented, disconnect the main light switch, raise the head light door, pulse the lights, and pulse a siren to signal the fact that this vehicle is being operated by someone not authorized. When the transmitter is then returned, the stall sequence is immediately deactivated by enabling the ignition. This will stop the pulsing of the lights and operation of the siren, reconnect the main highlights, return the headlamp door to driver control and allow normal driving. All of these functions can be employed by connecting external accessories to an I/O board on unit 10. The board is connected to external relays for sequencing the external accessories in accordance with the existing condition of the vehicle. The existing condition can be determined and identified by the condition of the alternator, in combination with the location of the transmitter or personal identification device T.

Referring now to FIGURE 4, in some instances it is necessary to operate control unit 10 by more than one transmitter. The several transmitters could be for use with other products manufactured and/or distributed by the entity distributing the present invention. Each of these transmitters T_A , T_B , T_C and T_D is illustrated in FIGURE 4. Four decoders 200-206 are provided to give periodic signals in line 64 upon receipt of the specific signal for which the decoders are each set. A decoder will create an output in one of the lines 200a, 202a, 204a or 206a according to the transmitter in the vicinity of unit 10. A key decoder 210 identifies the proper key K inserted into one of the key ports 120, 122, 124 or 126 as shown in FIGURES 1 and 5. Key K inserted into port 120 is first identified as a proper key by decoder 210. If the proper key is present, a signal light 230 is activated and a coded signal is received on line 240 from a particular one of the several transmitters or personal identification devices, as shown in FIGURE 4. By using the proper key K an enable signal appears on one of the lines 250, 252, 254, 256 to enable one of the decoders 200-206. The enable lines condition the decoders for receipt of the next decoded signal and for

setting of the decoder to that signal code. When the decoder has been programmed with a new code, light 230 is activated indicating that there has been a coding of the unit 10 to the particular transmitter in the vicinity of the motor vehicle. Unit 10 operates in accordance with the previous discussion. As one of the transmitters having a code set into one of the decoders 200-206 is brought into the vicinity of the vehicle, the signal S causes periodic pulses in line 64.

In practice, a key similar to the key K illustrated in FIGURE 1 is employed. In that instance, light 235 is mounted on the key itself. Another key arrangement is illustrated in FIGURE 6, wherein key K' has physical decoding dimples or recesses and a light 230' powered by leads 230a, 230b. In summary, a key is placed into one of the ports shown in FIGURE 5 which activates a selected one of the decoders 200-206 corresponding to the port receiving the key. The key must be identified with a particular unit 10 by the code on the key. In that situation, the decoder corresponding to the key port is loaded with the particular code of one of the transmitters shown in FIGURE 4. Consequently, several transmitters can be employed for operating the anti-theft device constructed in accordance with the present invention.

The small personal identification unit or transmitter T is illustrated in FIGURE 7 wherein the first stage is the "message" stage which creates a continuous signal in line 300a. This stage 300 could also be employed for use with the key K for learning the particular code of transmitter T. Under normal conditions, continuous power is applied through line 300a to the pulse timer 302. This pulse timer creates a signal in line 302a each 10.1 seconds. This signal is converted to the desired unique coded signal by encoder 304 to produce a series of binary signals which are directed to the 100 kHz oscillator 306. The output of the oscillator is a series of small or long pulses indicative of the logic 0 and a logic 1, respectively, of a binary coded signal. The coded signal is directed through line 306a to the antenna driver isolator 308 so that each 10.1 seconds an electromagnetic coded signal unique to transmitter T is transmitted from antenna 310, illustrated in FIGURE 2 as antenna 50. To prevent radio interference, the signal on antenna 310 is provided with a carrier having a frequency of 418 MHz. The resulting signal is a 100 kHz decoded serial signal with a 418 MHz carrier. This signal occurs each 10.1 seconds to reset timing stage 70 periodically as transmitter T is in the vicinity of unit 10 on the motor vehicle being controlled. It is possible that other transmitting devices could be employed to periodically reset the timer 70. The transmitter T as illustrated in FIGURE 5 produces signal S as shown in FIG-

URE 8 and is the preferred embodiment. This signal has a series of binary numbers defined by short pulses S1, S3 and long pulses S2 and S4.

5 **Claims**

1. An anti-theft device for a motor vehicle, said anti-theft device comprising: a personal identification unit to be carried by an authorized operator of said motor vehicle, said personal identification device having means for identifying its location in the vicinity of said motor vehicle, a vehicle control unit mounted onto said motor vehicle, said vehicle control unit

10 having a first and second condition, means for allowing operation of said motor vehicle when said control unit is in said first condition and means for inhibiting operation of said motor vehicle when said control unit is in said second condition and means for shifting said control unit into said second condition at a time subsequent to removal of said identification device from the vicinity of said motor vehicle.

25 2. An anti-theft device as defined in claim 1 wherein said motor vehicle includes an ignition system connected to a battery by an electrical lead and wherein said inhibit means includes a switching means inserted in said lead for connecting said lead while said control unit is in said first condition and for ultimately interrupting said lead when said control unit is in said second condition.

30 3. An anti-theft device as defined in claim 2 wherein said vicinity locating means includes a transmitter located in said personal identification unit, said transmitter having means for transmitting an electromagnetic signal in a coded pattern unique to said transmitter of a given authorized operator and a receiver mounted in said vehicle control unit, said receiver having means for recognizing said unique coded pattern.

35 4. An anti-theft device as defined in claim 2 wherein said shifting means includes means of creating an inhibit signal upon removal of the personal identification unit of a given authorized operator from the vicinity of said motor vehicle for a preselected time and mean for actuating aid vehicle inhibiting means upon creation of said inhibit signal.

55 5. An anti-theft device as defined in claim 4 wherein said preselected time is in excess of 1.0 minutes.

6. An anti-theft device as defined in claim 4 wherein said inhibit signal creating means includes a decoder means for identifying the electromagnetic signal having said unique coded pattern.
7. An anti-theft device as defined in claim 3 wherein said transmitter transmits said signal with said unique coded pattern periodically at given intervals.
8. An anti-theft device as defined in claim 7 wherein said intervals exceed about 10.0 seconds.
9. An anti-theft device as defined in claim 7 wherein said shifting means includes a timer means having a timed out condition for creating an inhibit signal and means for resetting said timer upon receipt of a signal with said unique coded pattern.
10. An anti-theft device as defined in claim 1 wherein said vicinity locating means includes a transmitter located in said personal identification unit, said transmitter having means for transmitting an electromagnetic signal in a coded pattern unique to said transmitter of a given authorized operator and a receiver mounted in said vehicle control unit, said receiver having means for recognizing said unique coded pattern.
11. An anti-theft device as defined in claim 10 wherein said transmitter transmits said signal with said unique coded pattern periodically at given intervals.
12. An anti-theft device as defined in claim 11 wherein said intervals exceed about 10.0 seconds.
13. An anti-theft device as defined in claim 11 wherein said shifting means includes a timer means having a timed out condition for creating an inhibit signal and means for resetting said timer upon receipt of a signal with said unique coded pattern.
14. An anti-theft device as defined in claim 1 wherein said shifting means includes means of creating an inhibit signal upon removal of the personal identification unit of a given authorized operator from the vicinity of said motor vehicle for a preselected time and mean for actuating aid vehicle inhibiting means upon creation of said inhibit signal.
15. An anti-theft device as defined in claim 14 wherein said preselected time is in excess of 1.0 minutes.
16. An anti-theft device as defined in claim 14 wherein said inhibit signal creating means includes a decoder means for identifying the electromagnetic signal having said unique coded pattern.
17. An anti-theft device as defined in claim 17 wherein said motor vehicle includes an ignition system connected to a battery by an electrical lead and wherein said inhibit means includes a switching means inserted in said lead for connecting said lead while said control unit is in said first condition and for ultimately interrupting said lead when said control unit is in said second condition.
18. An anti-theft device as defined in claim 14 wherein said motor vehicle includes an ignition system connected to a battery by an electrical lead and wherein said inhibit means includes a switching means inserted in said lead for connecting said lead while said control unit is in said first condition and for ultimately interrupting said lead when said control unit is in said second condition.
19. An anti-theft device as defined in claim 10 wherein said motor vehicle includes an ignition system connected to a battery by an electrical lead and wherein said inhibit means includes a switching means inserted in said lead for connecting said lead while said control unit is in said first condition and for ultimately interrupting said lead when said control unit is in said second condition.
20. An anti-theft device as defined in claim 19 wherein said means for inhibiting includes program means for applying a stall sequence when said control unit is shifted to said second condition.
21. An anti-theft device as defined in claim 20 wherein said motor vehicle includes an ignition system and means for deactivating said system and means for activating said system and said program means includes means for alternately deactivating said system for a first time and activating said system for a second time.
22. An anti-theft device as defined in claim 21 wherein said first time progressively increases over time.

23. An anti-theft device as defined in claim 21 wherein said second time is progressively decreased.
24. An anti-theft device as defined in claim 23 wherein said first time progressively increases over time. 5
25. An anti-theft device as defined in claim 4 wherein said means for inhibiting includes program means for applying a stall sequence when said control unit is shifted to said second condition.
26. An anti-theft device as defined in claim 25 wherein said motor vehicle includes an ignition system and means for deactivating said system and means for activating said system and said program means includes means for alternately deactivating said system for a first time and activating said system for a second time. 10
27. An anti-theft device as defined in claim 3 wherein said means for inhibiting includes program means for applying a stall sequence when said control unit is shifted to said second condition.
28. An anti-theft device as defined in claim 27 wherein said motor vehicle includes an ignition system and means for deactivating said system and means for activating said system and said program means includes means for alternately deactivating said system for a first time and activating said system for a second time. 15
29. An anti-theft device as defined in claim 2 wherein said means for inhibiting includes program means for applying a stall sequence when said control unit is shifted to said second condition.
30. An anti-theft device as defined in claim 29 wherein said motor vehicle includes an ignition system and means for deactivating said system and means for activating said system and said program means includes means for alternately deactivating said system for a first time and activating said system for a second time. 20
31. An anti-theft device as defined in claim 1 wherein said means for inhibiting includes program means for applying a stall sequence when said control unit is shifted to said second condition.
32. An anti-theft device as defined in claim 31 wherein said motor vehicle includes an ignition system and means for deactivating said system and means for activating said system and said program means includes means for alternately deactivating said system for a first time and activating said system for a second time. 25
33. An anti-theft device for a motor vehicle, said anti-theft device comprising: a personal identification unit to be carried by an authorized operator of said motor vehicle, said personal identification device having means for identifying its location in the vicinity of said motor vehicle, a vehicle control unit mounted onto said motor vehicle, said vehicle control unit having a first condition allowing operation of said vehicle and a second condition inhibiting operation of said vehicle and means for shifting said control unit into said second condition upon removal of said identification device from the vicinity of said motor vehicle. 30
34. An anti-theft device as defined in claim 33 wherein said motor vehicle includes an ignition system connected to a battery by an electrical lead and wherein said inhibit means includes a switching means inserted in said lead for connecting said lead while said control unit is in said first condition and for ultimately interrupting said lead when said control unit is in said second condition. 35
35. An anti-theft device as defined in claim 33 wherein said vicinity locating means includes a transmitter located in said personal identification unit, said transmitter having means for transmitting an electromagnetic signal in a coded pattern unique to said transmitter of a given authorized operator and a receiver mounted in said vehicle control unit, said receiver having means for recognizing said unique coded pattern. 40
36. An anti-theft device as defined in claim 33 wherein said shifting means includes means of creating an inhibit signal upon removal of the personal identification unit of a given authorized operator from the vicinity of said motor vehicle for a preselected time and mean for actuating aid vehicle inhibiting means upon creation of said inhibit signal. 45
37. An anti-theft device as defined in claim 33 wherein said means for inhibiting includes program means for applying a stall sequence when said control unit is shifted to said second condition. 50

- 57.** A method of hampering the theft of a motor vehicle, said method comprising the steps of providing:

 - (a) a personal identification unit to be carried by an authorized operator of said motor vehicle, said personal identification device having means for identifying its location in the vicinity of said motor vehicle;
 - (b) mounting a vehicle control unit onto said motor vehicle, said vehicle control unit having a first and second condition, means for allowing operation of said motor vehicle when said control unit is in said first condition and means for inhibiting operation of said motor vehicle when said control unit is in said second condition; and,
 - (c) shifting said control unit into said second condition at a time subsequent to removal of said identification device from the vicinity of said motor vehicle.

58. A method as defined in claim 57 including the additional step of applying a programmed stall sequence to said inhibit means when said control unit is shifted to said second condition.

59. A method as defined in claim 58 wherein said motor vehicle includes an ignition system and means for deactivating said system and means for activating said system and said programmed sequence includes the step of alternately deactivating said system for a first time and activating said system for a second time.

60. A method as defined in claim 59 wherein said first time is progressively increased over time.

61. A method as defined in claim 59 wherein said second time is progressively decreased over time.

62. A method of hampering theft of a motor vehicle, said method comprising the steps of:

 - (a) providing a unique device adapted to be carried by an authorized operator of said vehicle;
 - (b) creating a vehicle inhibit signal when said unique device has been removed from the vicinity of said motor vehicle for a given time; and,
 - (c) inhibiting operation of said vehicle upon creation of said signal.

63. A method as defined in claim 62 where said unique device is a transmitter and including the step of transmitting a coded signal to said vehicle while said transmitter is in the vicinity of said vehicle.

64. A method of hampering the theft of a motor vehicle, said method comprising the steps of:

 - (a) providing a personal identification unit to be carried by an authorized operator of said vehicle;
 - (b) sensing the presence of said unit in the vicinity of said vehicle, and,
 - (c) inhibiting operation of said vehicle when said sensing means indicates that said unit is removed from the vicinity of said motor vehicle.

65. A method of thwarting hijacking of motor vehicles, said method comprising the steps of:

 - (a) passively sensing when an authorized operator of said vehicle is no longer in the vicinity of said vehicle; and,
 - (b) in response to said sensing means, inhibiting operation of said vehicle.

66. A personal identification device for remotely controlling an automotive vehicle anti-theft device having means including receiver means for controlling a function in said anti-theft device, said personal identification device comprising a transmitter having means for transmitting a control signal to said receiver in a coded pattern unique to said transmitter, and means for transmitting said control signal at given intervals.

67. The identification device according to claim 66, wherein said control signal is an electromagnetic signal.

68. The identification device according to claim 66, wherein said intervals exceed about 10.0 seconds.

69. The identification device according to claim 66, wherein said transmitter includes means to create a continuous first signal, timer means for receiving said continuous signal and creating a second signal at said given intervals, encoder means to convert said second signal to a binary coded signal providing said control signal, and antenna means for transmitting said control signal to said receiver means.

70. The identification device according to claim 69, and manually operated override means for bypassing said timer means and applying said continuous first signal to said encoder means, whereby said control signal is transmitted during override operation for a period of time determined by manual operation of said over-

- ride means.
71. The identification device according to claim 69, wherein said intervals exceed about 10.0 seconds. 5
72. The identification device according to claim 71, wherein said control signal is an electromagnetic signal. 10
73. The identification device according to claim 72, and manually operated override means for bypassing said timer means and applying said continuous first signal to said encoder means, whereby said control signal is transmitted during override operation for a period of time determined by manual operation of said override means. 15
74. An anti-theft device comprising a personal identification unit to be carried by an authorized person, means for sensing the presence of said unit in the vicinity of said anti-theft device, and means for activating said antitheft device when said sensing means indicates said unit is removed from the vicinity of said anti-theft device. 20
75. An anti-theft device as defined in claim 74, including timing means in said sensing means for indicating removal of said unit a given time after said unit is removed from said vicinity of said anti-theft device. 25
76. An anti-theft device as defined in claim 75, where said given time is at least 30 seconds. 30
77. An anti-theft device as defined in claim 74, wherein said vicinity locating means includes a transmitter located in said personal identification unit, said transmitter having means for transmitting an electromagnetic signal in a coded pattern unique to said transmitter of a given authorized operator and a receiver mounted in said control unit, said receiver having means for recognizing said unique coded pattern. 40
78. An anti-theft device as defined in claim 77, wherein said transmitter transmits said signal with said unique coded pattern periodically at given intervals. 45
79. An anti-theft device as defined in claim 78, wherein said intervals exceed about 10.0 seconds. 50
80. An anti-theft device as defined in claim 74, including reset means for resetting said control unit to said first condition from said second condition when said personal identification unit is brought within the vicinity of said anti-theft device. 55

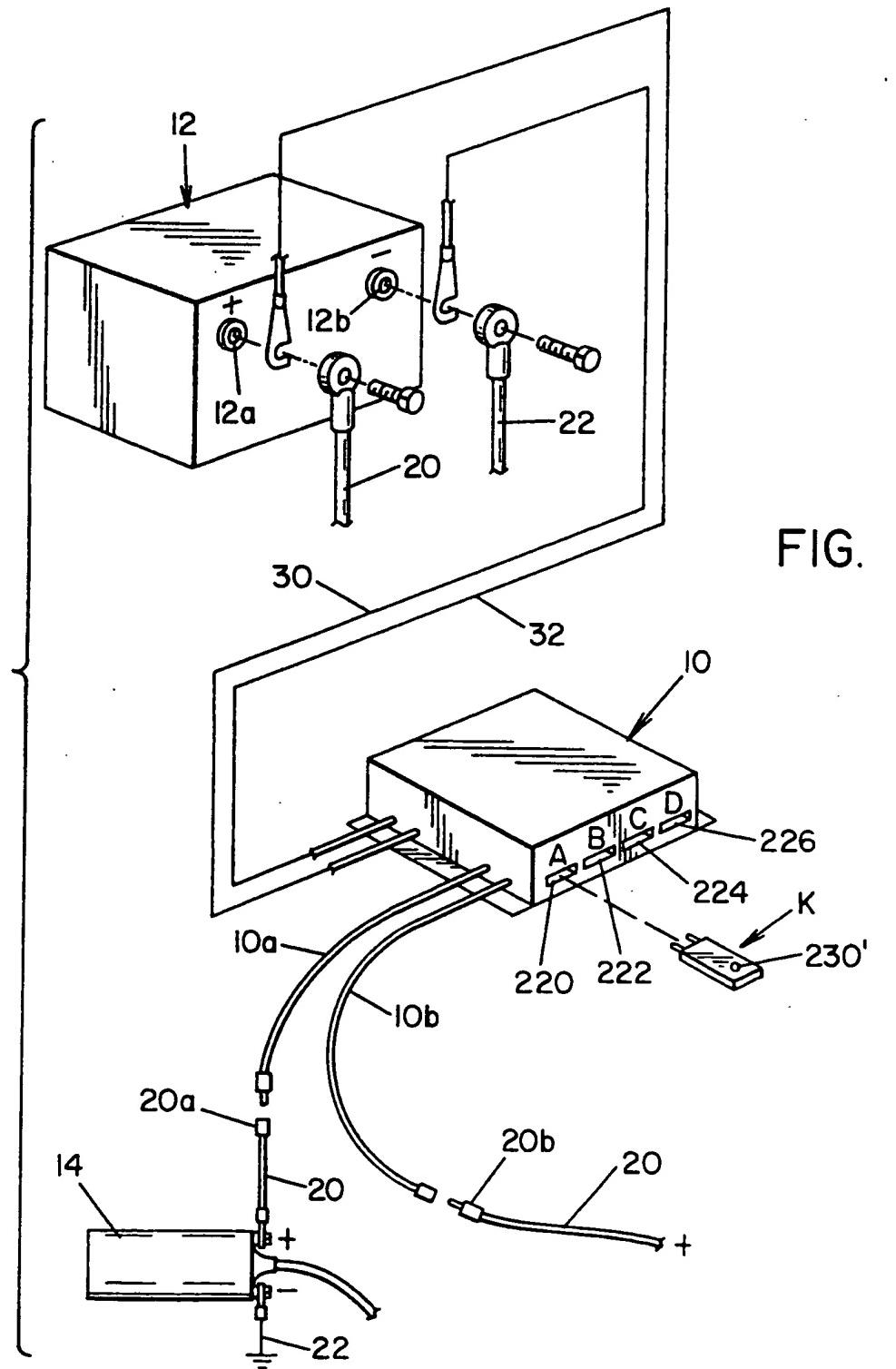
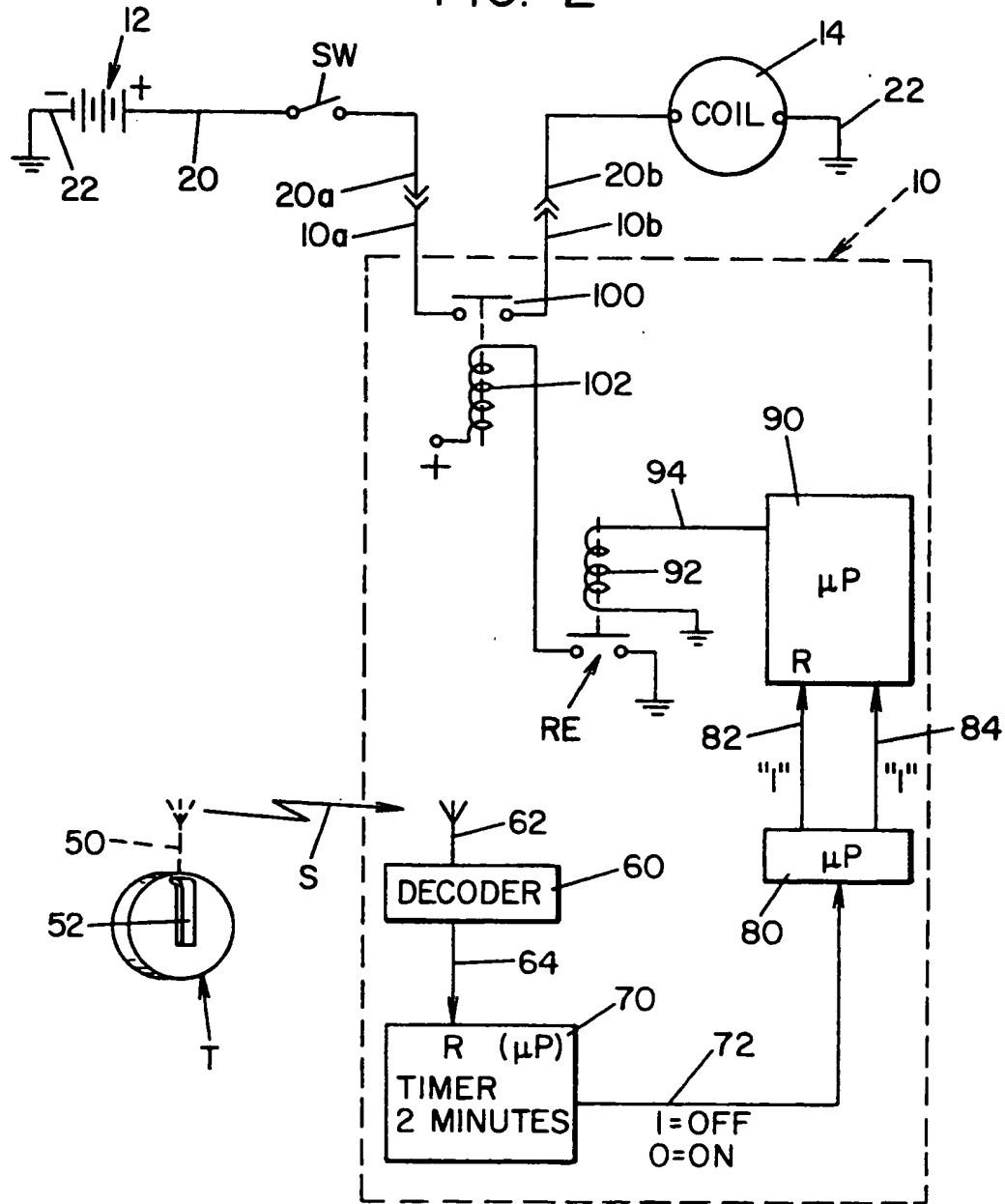


FIG. I

FIG. 2



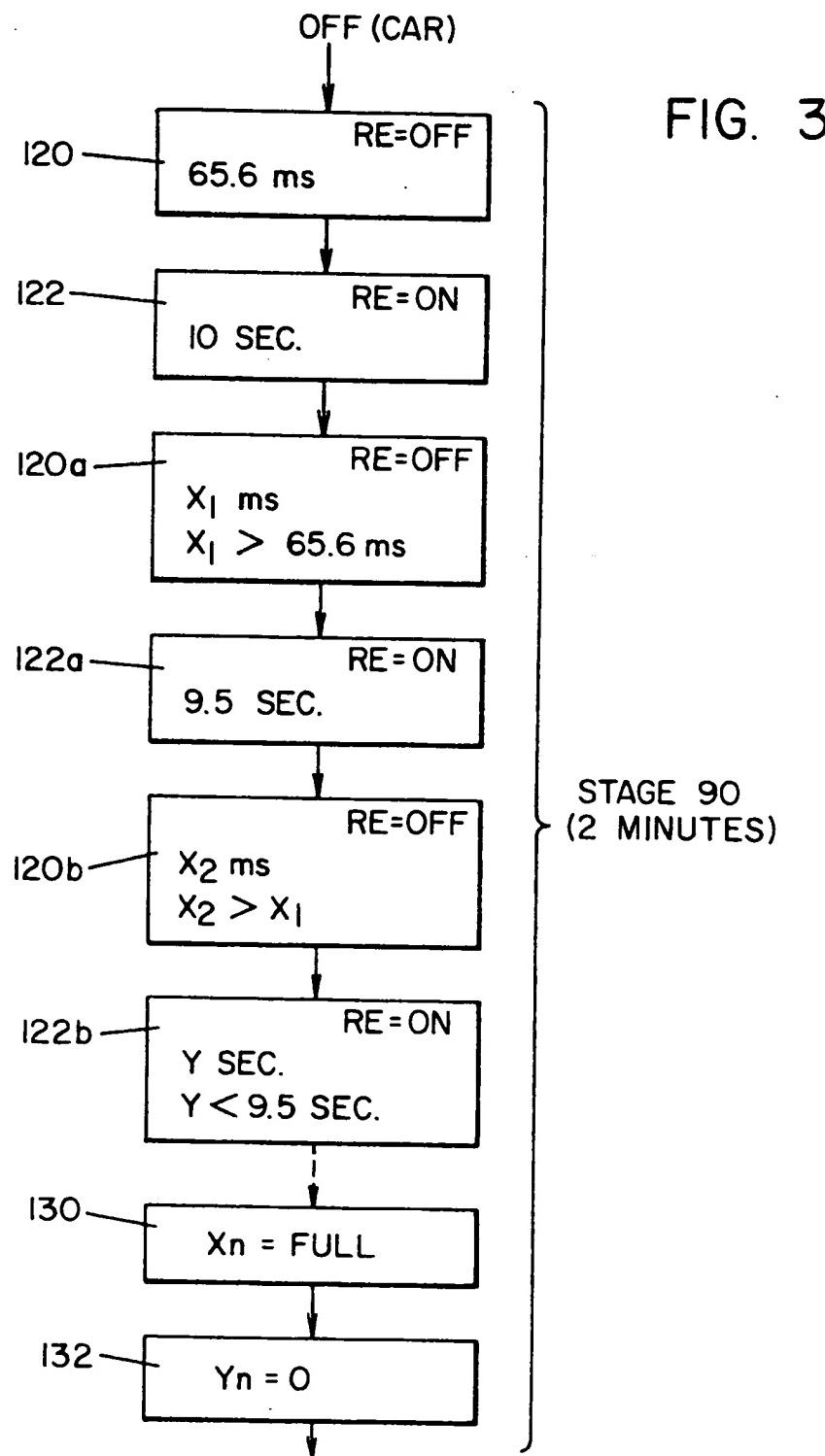


FIG. 3

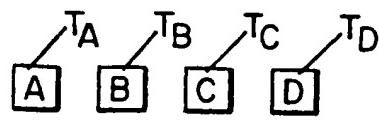


FIG. 4

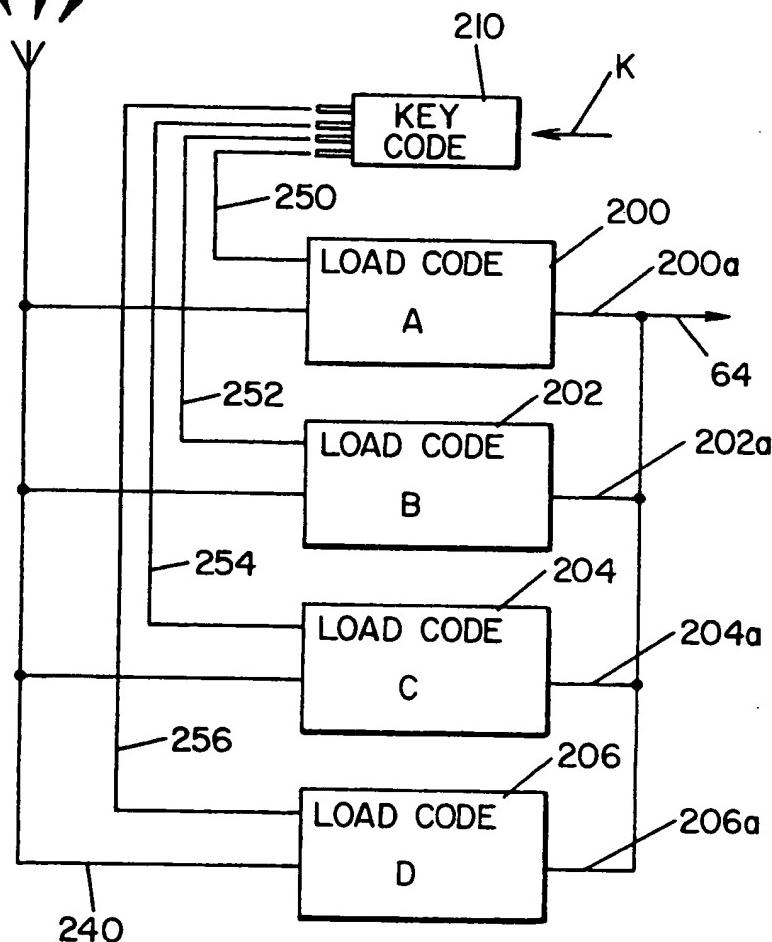
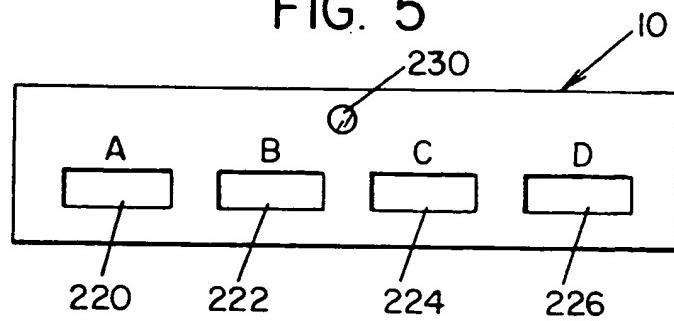


FIG. 5



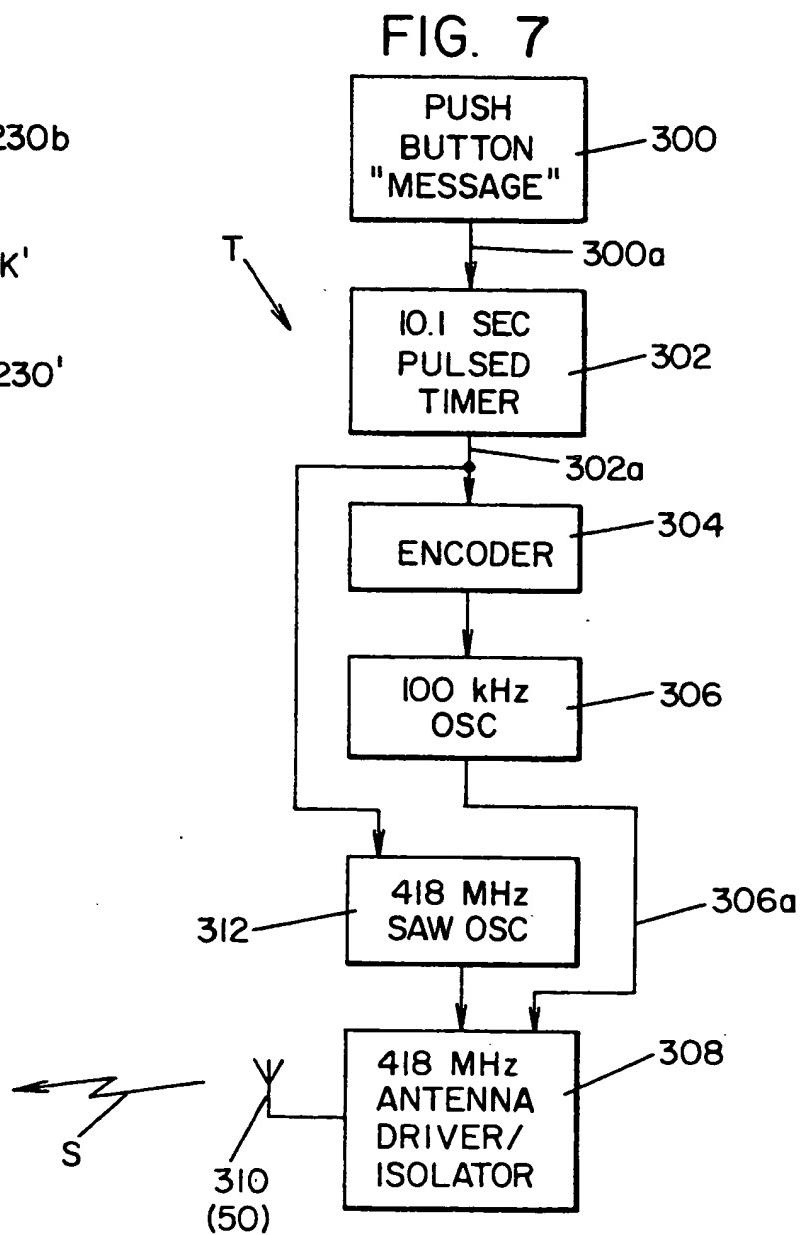
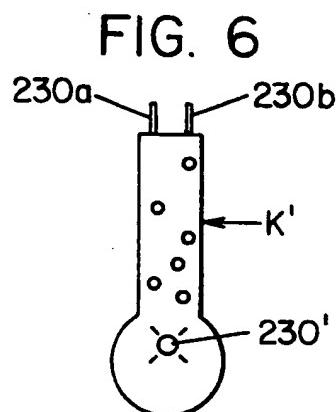


FIG. 8

